

1-22. (CANCELED)

23. (CURRENTLY AMENDED) An automatic transmission for a vehicle comprising:

at least one shift control element (1) having at least a second shift control element half (3) that can be brought into active frictional engagement with a first shift control element half (2), and the first and the second shift control element halves (2, 3) ~~can be connected~~ are connectable, respectively, with a non-rotating transmission component (4) and a rotating transmission component (5); and

a coupling device (6) is ~~provided~~ formed between the first shift control element half (2) and the rotating transmission component (5);

wherein the coupling device (6) is ~~provided with~~ includes a frictional element (7) ~~to synchronize~~ for synchronizing engagement of the coupling device (6);

the frictional element (7) of the coupling device (6) comprises an axially displaceable first friction surface element (18) ~~which can be axially displaced and is~~ connected to the rotating transmission component (5) for engaging with a mating second friction surface supported by the first shift control element half (2); and

the coupling device (6) further comprises a positive-locking element (8) supported by the rotating transmission component (5) and a mating positive-locking element (22) supported by the first shift control element half (2) ~~to form a positive-locking coupling device (6)~~, and the first friction surface element (18) is ~~spring loaded against~~ biased by a first spring (20) away from the rotating transmission component (5) toward the first shift control element half (2) such that ~~before the closure of the positive-locking element (8) engagement~~ of the positive-locking coupling device (6) occurs, the first friction surface element (18) comes into active engagement with the second friction surface of the first shift control element half (2) in order to synchronize the positive-locking coupling device (6) prior to engagement of the positive-locking coupling device (6), a second spring (17) biases the first shift control element half (2) toward the frictional element (7) and frictional engagement between the first and the second shift control element halves (2, 3) only

occurs after engagement of the first and the second positive locking elements (8, 22) with one another.

24. (CURRENTLY AMENDED) The automatic transmission according to claim 23, wherein the positive-locking element (8) of the positive-locking coupling device (6) is a claw coupling and the mating positive-locking element (22) is a mating claw coupling.

25. (CURRENTLY AMENDED) The automatic transmission according to claim 23, wherein an actuator (28) is provided for actuating the shift control element (1) and for controlling operation of the positive-locking coupling device (6).

26. (CURRENTLY AMENDED) An automatic transmission for a vehicle comprising:

at least one shift control element (1) having at least a second shift control element half (3) that can be brought into active frictional engagement with a first shift control element half (2), and the first and the second shift control element halves (2, 3) ~~can be connected~~ are connectable, respectively, with a non-rotating transmission component (4) and a rotating transmission component (5); and

a coupling device (6) is ~~provided~~ formed between the first shift control element half (2) and the rotating transmission component (5);

wherein the coupling device (6) is ~~provided with~~ includes a frictional element (7) ~~to synchronize~~ for synchronizing engagement of the coupling device (6);

the frictional element (7) of the coupling device (6) comprises an axially displaceable first friction surface element (18) ~~which can be axially displaced and is~~ connected to the rotating transmission component (5) for engaging with a mating second friction surface supported by the first shift control element half (2); and

~~[[the]]~~ an actuator (28) acts on ~~[[the]]~~ an positive-locking components of the coupling device (6) via a first spring device (17) biasing the positive-locking components (8, 22) of the coupling device (6) into an engaged position.

27. (CURRENTLY AMENDED) The automatic transmission according to claim 26, wherein a construction of the actuator (28) is such that, when ~~closing of~~ ~~engaging~~ the shift control element (1) is necessary, before establishing frictional engagement between the halves (2, 3) of the shift control element (1), the positive-locking components (8, 22) of the coupling device (6) can be actuated in an axial direction of the shift control element (1) in such manner that the positive-locking components (8, 22) of the coupling device (6) ~~[[is]]~~ ~~are~~ synchronized by the frictional element (7) and the form-locking element (8) of the positive-locking coupling device (6) is only then established.

28. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 26, wherein the actuator (28) comprises a hydraulic piston unit (14) which, when acted on by pressure, actuates the shift control element (1) and the positive-locking coupling device (6) in the closing direction in each case.

29. (PREVIOUSLY PRESENTED) The automatic transmission according to claim 28, wherein the actuator (28) comprises a second spring device (20) which, when opening of the shift control element (1) is necessary, actuates the piston unit (14) in the opening direction of the shift control element (1) and the positive-locking coupling device (6).

30-40. (CANCELED)

41. (NEW) A shift control element for an automatic transmission of a vehicle, the shift control element comprising:

a first shift control half (2) having a first friction surface, a first positive locking element (22) and supporting a plurality of inner discs, and the first shift control half (2) being axially displaceable;

a second shift control half (3) supporting a plurality of outer discs intermeshing with the plurality of inner discs of the first shift control half (2);

rotating transmission component (5) having a mating second positive locking element (8) and a synchronizing ring (18) with a second friction surface, the synchronizing ring (18) being axially biased, by a second spring (20), away from the rotating transmission component (5) to induce engagement with the first friction surface of the first shift control half (2); and

actuator (28) for facilitating engagement of the shift control element such that, when engagement of the shift control element (1) is desired, the actuator (28) is actuated and first causes engagement of the first and the second friction surfaces with one another in order to synchronize the first and the second positive locking elements (8, 22) with one another, and, following engagement of the first and the second positive locking elements (8, 22) with one another, the further actuation of the actuator causes frictional engagement between the plurality of inner and outer discs of the first and second halves (2, 3) of the shift control element (1) with one another.